चाहूंगा ...(व्यवधान)... एक ही सवाल है। साथ ही मैं यह भी जानना चाहूंगा कि क्या सरकार के पास कोई ऐसा प्रकल्प है, ऐसा प्रोजैक्ट है कि भारतवर्ष के बौद्ध सन्यासियों ने दुनिया भर में क्या किया, उसकी जानकारी दुनिया भर के लोगों को आकर मिल सके और भारत के बौद्ध लोगों ने विश्व शांति के लिए क्या प्रसास किया, उसकी जानकारी भी उस केन्द्र में मिल सके और आज के तनावों को, the world conflicts, उनको दूर करने में बौद्ध धर्म की क्या उपयोगिता हो सकती है, उसको भी लोग देख सकें, तो वह भी टूरिज्म का बहुत बड़ा आकर्षण होगा और देश के साथ-साथ विश्व की बड़ी भारी सेवा होगी।

MR. CHAIRMAN: I think, that would be an appropriate question to the President of the Council for Cultural Relations.

SHRIMATI AMBIKA SONI: Either that, Sir, or the HRD Ministry. There is no doubt that the Nalanda University is going to come up as an international University. But, that is being looked after by the HRD Ministry. In fact, all what the hon. Member has mentioned, does not really concern directly with the Toursm Ministry. But, I would like to inform him the small part we are playing is that the Ministry of Tourism last year sanctioned a sum of rupees fifty crores for upgradation of Varanasi, Sarnath for tourist purposes only.

MR. CHAIRMAN: Question No. 504. ...(*Interruptions*)...

श्री तरलोचन सिंह: सर, मेरा भी एक छोटा सा ...(व्यवधान)...

MR. CHAIRMAN: Please, Mr. Tarlochan. ...(*Interruptions*)... We have had three supplementary questions.

Role of private companies in Civil Aviation

*504. PROF. P.J. KURIEN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the expansion of Metro Airports has been entrusted to private companies;

(b) if so, the details thereof;

(c) whether ground handling and ensuring security at these airports have also been entrusted to them; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) and (b) Airports Authority of India (AAI) has entered into two separate Operation, Management and Development Agreement (OMDA) with the Joint Venture Companies (JVCs) namely M/s Mumbai International Airport Pvt. Ltd. (MIAL) and M/s Delhi International Airport Private Limited (DIAL) for modernisation of CSI airport at Mumbai and IGI airport at Delhi respectively. However, upgradation at Chennai and Kolkata airports is being carried out by AAI.

(c) and (d) As per new Ground Handling Policy effective from 1.1.2009, at the airports of Delhi, Mumbai, Chennai, Kolkata, Bangalore and Hyderabad, the agencies authorized for undertaking ground handling are: (i) the airport operator itself or its joint venture, (ii) subsidiary Companies of the National Carrier (National Aviation Company of India Limited) or their joint venture, (iii) an agency selected by the airport operator through competitive bidding process. Government of India is responsible for providing security at these airports.

PROF. P.J. KURIEN: Sir, I have gone through the statement placed on the Table by the hon. Minister. He has entered into two separate agreements with two companies for operation, management and development of the Mumbai Airport and Delhi Airport. Sir, I have no objection in having an agreement for construction of an airport. But the agreement also stipulates that the management and ground handling will be the responsibility of the operator. The answer further says that the operator can select any agency through competitive bidding for ground handling. Sir, my feeling is that ground handling is a sensitive matter. It has an element of security risk. If the operator, which is a private agency, selects anybody and gives the responsibility of ground handling of an airport, I feel there is a security risk because prevelent terrorism these days. I would like to know this from the hon. Minister. Do you think that there is some element of security risk in entrusting ground handling to a private operator selected on the basis of competitive bidding? If so, are you ready to revoke this agreement? If this agreement is irrevocable, what are the additional safeguards you would like to take? Please enlighten us.

SHRI PRAFUL PATEL: Sir, first and foremost, let me make it very clear that any person/person working at airports/airlines are always cleared by the Home Ministry from security point of view. Then only the BCAS (Bureau of Civil Aviation Security) authorises them to work within the airports or airlines. Moreover, I would like to clarify that this policy, which is to be implemented in the near future, notwithstanding, already ground handling is being done by respective airlines. Most of them are private airlines. The private airlines are already doing the job of ground handling either through their contractors or sub-contractors or even through their own employees. So, it is not that there will be any major difference if a company is selected through competitive bidding process. On whether it is a private entity, there is no Government entity anywhere doing ground handling except our National Carrier which in future also shall be continuing to do so if appointed by any airline.

PROF. P.J. KURIEN: I am not fully satisfied with it ...*(Interruptions)*... I have a lot of confidence in the Minister. He is a good Minister.

MR. CHAIRMAN: Please go ahead.

PROF. P.J. KURIEN: My second supplementary is this. I also had asked whether security had been entrusted to private agencies. He evaded that answer. He is saying and I quote, "Government of India is responsible for providing security at these airports." Certainly, it is the responsibility of the Government of India. But who is actually implementing it? That is what I wanted to know. Have you entrusted security handling to private agencies. I would like to know it. If so, what are the safefugards? Whatever you are going to answer, I feel that security should be the direct responsibility of the Government and the Government should directly take care of that. Are you ready to answer it?

SHRI PRAFUL PATEL: Sir, I appreciate what the hon. Member is saying. Security at every airport is entrusted to the CISF under the overall umbrella of the Bureau of Civil Aviation Security. There is no question of entrusting the security functions to any private agency. All I have said, in the earlier part, is that ground handling is done by private airlines through their employees or through their contractors. But that is again under the overall supervision of both the CISF and the BCAS. There is no question of any private agency manning the security. In fact, that is the sovereign function which has been reserved even in the case of airports which are in joint venture or any airports to be made in future also.

श्री मुख्तार अब्बास नकवी: सभापति महोदय, माननीय मंत्री जी ने इस संबंध में जो जवाब दिया है, मुझे लगता है कि वह माननीय सदस्य का जो मूल प्रश्न है, उससे बिल्कुल अलग है। प्राइवेट कम्पनीज को आपने विभिन्न एयरपोर्ट्स के रख-रखाव के लिए, उनकी साज-सज्जा के लिए जिम्मेदारी दी है, लेकिन देखा जा रहा है कि प्राइवेट कम्पनीज कहीं न कहीं एक्स्ट्रा कांस्टीट्यूशनल अथॉरिटी की तरह, एक पैरलल सरकारी बॉडी की तरह एयरपोर्ट्स पर काम कर रही हैं। और उसके पीछे या उससे किस तरह का करार सिविल एविएशन मिनिस्ट्री के साथ हुआ है और उनकी क्या सीमाएं हैं तथा उनके ऊपर क्या बंदिश और क्या रोक है, इसके बारे में माननीय मंत्री जी बताएं तो अच्छा होगा?

श्री प्रफुल्ल पटेल: माननीय सांसद ने बड़ा जनरल प्रश्न पूछा है। अगर वे कोई स्पेसिफिक पहलू के बारे में पूछें तो मैं उसका उत्तर दूं। लेकिन एक बात निश्चित है कि हवाई अड्डों पर जोइंट वेंचर ...(**व्यवधान**)...

श्री मुख्तार अब्बास नकवी: मैं आपको स्पेसिफिक बतला देता हूं। हैदराबाद एयरपोर्ट जिसका उद्घाटन अभी आप करके आए हैं, उसको आपने किसी प्राइवेट कम्पनी को दिया होगा। अभी मैं हैदराबाद से दिल्ली आ रहा था। वहां पर सिविल एविएशन विभाग के अधिकारी और कर्मचारी नहीं थे, बल्कि एक प्राइवेट कम्पनी के अधिकारी और कर्मचारी सारा रख-रखाव कर रहे थे, सारी जांच कर रहे थे और सारी पड़ताल कर रहे थे। उससे ऐसा लग रहा था कि एक समानान्तर व्यवस्था उस एयरपोर्ट पर चल रही थी, मैं यह स्पेसिफिक आपको बतलाता हूं।

श्री प्रफुल्ल पटेल: मैं इस बात में स्पष्टीकरण करूंगा, आपको अगर जानकारी है तो उसकी जांच करूंगा। लेकिन ऐसा नहीं है।

श्री मुख्तार अब्बास नकवी: है।

श्री प्रफुल्ल पटेल: देखिए, अब आप इसके बारे में बहस करना चाहें तो ...(**व्यवधान**)

श्री मुख्तार अब्बास नकवी: बहस नहीं है। ...(**व्यवधान**) आप मंत्री हैं आपको पता नहीं चलता होगा।

श्री प्रफुल्ल पटेल: देखिए, इस बारे में मैं आपसे बहस नहीं करना चाहता हूं। मेरे पास उत्तर भी है लेकिन मैं उस बहस में नहीं जाऊंगा। इतना ही कहूंगा कि सी.आई.एस.एफ. के अलावा कोई भी व्यक्ति किसी की सिक्यौरिटी जांच नहीं कर सकता है। यह भारत सरकार का नियम है। अगर उस नियम का उल्लंघन किसी ने भी किया होगा, जिस व्यक्ति और जिस कम्पनी की आप बात करते हैं, उस पर हम तुरन्त कार्रवाई करेंगे। ऐसी बात बिल्कुल नहीं है।

SHRI ARJUN KUMAR SENGUPTA: Sir, through you, I would like to congratulate the Minister because after a long time, for all of us who have been using airports, we find the effect of a dynamic Minister operating in this country. I congratulate him. Sir, in the light of that, as a person from Kolkata, I ask him this question. He has given Mumbai and Delhi to private operators. We have all been seeing the effect of that. I just want to know one thing. Why was the AAI chosen and not a private sector company? Was there a proper evaluation? Was there a proper global tender? Is it more cost effective? Is it more beneficial? I would like to know that thing. Why is Kolkata denied the benefit that Mumbai and Delhi are getting?

SHRI PRAFUL PATEL: I would not agree with the hon. Member, though I thank him for the earlier part of the question. But, on the second part, I would only like to say that the Government decided that Mumbai and Delhi should go through the joint venture route. The Airports Authority of India is also a very good organization. But we could not entrust the entire task of modernising all the airports at one time to only the AAI. It was decided that Kolkata and chennai will be upgraded and modernised through the AAI, and the other two airports of Mumbai and Delhi shall be modernised through a joint venture.

SHRI ARJUN KUMAR SENGUPTA: On what basis? Did you calculate it?

SHRI PRAFUL PATEL: Mumbai and Delhi were already in a process for many, many years for upgradation, and the joint venture were, therefore, finalised on that basis, and subsequently, it was discussed and decided that the Airports Authority of India also should

be given a meaningful role, and in a way, given a chance to compete and show that if they can also modernise Kolkata and Chennai as good as, or maybe, better than Mumbai and Delhi, it will give a big impetus, and maybe, in future, the Airports Authority of India even competing for airports abroad for building and bidding new airports...*(Interruptions)*... I would like to clarify that it was also discussed with the State Governments and they have also had a major share in this issue whether Chennai or Kolkata should be modernised through the joint venture route or through the Airports Authority because we require land and other support also from the State Governments in implementing a project.

MR. CHAIRMAN: Question 505. ...*(Interruptions)*...

SHRI D. RAJA: Sir, you have called my name earlier.

MR. CHAIRMAN: Sorry. You did not ask your supplementary.

SHRI D. RAJA: No, Sir.

MR. CHAIRMAN: I am sorry. Please go ahead. ...*(Interruptions)*... Please go ahead with your supplementary.

SHRI D. RAJA: Thank you, Sir. It is reported that the Government has recently approved a policy called 'Own Your Own Airport' policy. If it is so, what is the mechanism that the Government has got to regulate and monitor the lawful functions/operations of this 'Own Your Own Airport' operators?

SHRI PRAFUL PATEL: Sir, there is no nomenclature like 'Own Your Own Airport'. However, yes, we have, recently, in the Cabinet, approved a policy, which states that we need more infrasructure in the country, and all of it cannot be created only by the Government or through the Airports Authority of India. Also, there are now various new pressures on the aviation infrastructure for having a lot of general aviation aircraft and civil aviation aircraft. Also, many remote places do not have airports where, necessarily, through our competitive bidding, we may find the best suitors. Suppose somebody wishes to come up with airport infrastructure. Of course, it is not that anyone can build anywhere. It will go through a proper mechanism and the entire process of getting clearances, whether it is the Home Ministry clearance or the defence clearance, and various other issues will be resolved. Under the overall umbrella, of course of the Government of India, including the sovereign function of security, air traffic management, all shall remain with the Government of India. So, it is not that anybody can build an airport at random or at will or anywhere he chooses to. There will be a certain specified set of specific guidelines, and of course, again, the overall licensing of that airport will be done by the DGCA who will monitor and regulate all the security and safety aspects also.

MR. CHAIRMAN: Question 505, please. ...*(Interruptions)*... Question 506, please.

SHRI BIRENDRA PRASAD BAISHYA: Sir, it is a very important question, Q. 505. I want to raise it. ...*(Interruptions)*...

MR. CHAIRMAN: Pardon. ...*(Interruptions)*... The question has not been asked. ...*(Interruptions)*... The hon. Member has not risen to ask the question. ...*(Interruptions)*... I am afraid we can't have any discussion on it.

SHRIMATI JAYA BACHCHAN: Sir, the Minister is here.

MR. CHAIRMAN: It can't be helped.

SHRIMATI JAYA BACHCHAN: Sir, why can't you club it?

MR. CHAIRMAN: These are the procedures.

SHRIMATI JAYA BACHCHAN: Why can't you club it, Sir?

MR. CHAIRMAN: The Member is not present.

SHRIMATI JAYA BACHCHAN: The Minister is here. You club it.

MR. CHAIRMAN: No, no; the Minister may be here, but the question has to be first raised and, then, answered. ...*(Interruptions)*...

SHRI BIRENDRA PRASAD BAISHYA: Sir, it is a very important question.

MR. CHAIRMAN: I am afraid, it can't be done. ...*(Interruptions)*... I am afraid, it can't be done.

SHRI BIRENDRA PRASAD BAISHYA: Sir, I want to raise it.

MR. CHAIRMAN: Look you are taking away precious minutes. It doesn't help matters. ...*(Interruptions)*... Question 506, please.

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*505. [The questioner (SHRI T.T.V. DHINAKARAN) was absent. For answer *vide* page 22]

*506. [The questioner (SHRIMATI HEMA MALINI) was absent. For answer *vide* page 22]

*507. The questioner (SHRI DHARAMPAL SABHARWAL) was absent. For answer *vide* page 22]

Construction of Pulichintala Project in Andhra Pradesh

*508. SHRI C. RAMACHANDRAIAH: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether it is a fact that to provide irrigation facilities to some of the districts of Andhra Pradesh, the State Government is constructing the Pulichintala Project across Krishna river;

(b) if so, whether any slippages have been noticed while constructing the project;

(c) if so, the details of cost and time overruns, the reasons for slippages and the measures taken to arrest them along with their impact;

(d) the districts of Andhra Pradesh which would be covered by the project; and

(e) by when the project would be completed and total area of land that would be irrigated?

THE MINISTER OF WATER RESOURCES (PROF. SAIF-UD-DIN SOZ): (a) to (e) A Statement is laid on the Table of the House.

Statement

(a) to (e) As per information provided by the State Government of Andhra Pradesh, the Pulichintala Project across Krishna River being implemented by Government of Andhra Pradesh was scheduled for completion by September 2007. However, due to Court's intervention and for want of environmental and forest clearances, the project has been